

Today's
Advertisements.

If you have lost SYMPATHY you are
exiled from light.

WELCOME RETURN
WILLSON'S CIRCUS.

THE SHOW OF SHOWS.
Solid as the Rock of Gibraltar, it has gained the
topmost rung in the Golden Opinions of the
Hongkong Public.

FAREWELL PERFORMANCES
MONDAY, 1st March.
OUR NEW COMPANY.

TUESDAY, 2nd March.
Under the Patronage and in the Presence of
His Excellency The Governor
of Hongkong.

SIR WILLIAM ROBINSON, K.C.M.G.
TESTIMONIAL BENEFIT
tendered.

BERT WILLISON,
A.T.W.O.A.O.B.M.M.,
The Popular Proprietor.
Several well-known local Gentlemen Amateurs
have kindly volunteered to perform
in the Arena.

WEDNESDAY, 3rd March.
-POSITIVE FAREWELL-
\$20 will be paid to the person
whose letter is first of 100 by a Committee of
appointed gentlemen, giving the correct
interpretation of the missing words
after Mr. Willison's name
A.T.W.O.A.O.B.M.M.

Another Event
LOCAL HORSE LEAPING CONTEST
held by Owners or Gentlemen Jockeys only,
For a MAGNIFICENT SILVER CUP
Presented by Mr. WILLISON
and now on view at
G. FALCONER & CO'S
Secure your Seats early for the
FINAL THREE NIGHTS
of the Show that has delighted Millions in every
County, every Climate.
Hongkong, 25th February, 1897. [355]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Robson, will be despatched for the
above Ports TO-MORROW, the 27th instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 25th February, 1897. [359]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NANKING,
TIENTSIN, HANKOW and PORTS on the
YANGTZE.)

THE Company's Steamship

"GLAUCUS,"
Captain Barlow, will be despatched as above
TO-MORROW, the 27th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th February, 1897. [361]



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP.
VIA SINGAPORE, PENANG, COLOMBO,
PORT SAID AND MARSEILLES.

THE Company's Chartered Steamship

"PALMORAL,"
Commander MacRitchie, will be despatched as
above on MONDAY, the 1st March, at 4 P.M.,
instead of as previously advertised.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 25th February, 1897. [363]



NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON,
VIA MOJI, KOBE, YOKOHAMA AND
HONOLULU.

(Through Passenger Ticket and Bill of Lading
issued for the principal Cities in the
UNITED STATES, CANADA AND EUROPE, in
connection with the Great Northern Railway
and Atlantic Steamers.)

THE Company's Steamship

"TENSIN MARU,"
Captain C. A. Andersen, will be despatched as
above on MONDAY, the 8th March, at 4 P.M.
Consular Invoices of Goods for United States
Ports should be in QUADRUPPLICATE, and one
Copy must be mailed by the Steamer to the
care of the FREIGHT AGENT, Great Northern
Railway, Seattle, Wash.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 25th February, 1897. [366]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOERABAYA.
THE Company's Steamship

"SHANTUNG,"
Captain Frampton, will be despatched as above
on MONDAY, the 8th March.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th February, 1897. [365]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"
Captain Bartlett, will be despatched as above
on MONDAY, the 8th March.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th February, 1897. [364]

Intimations.

CHOICE AUSTRALIAN WINES
FROM THE CELEBRATED
COOLALTA VINEYARDS,
NEW SOUTH WALES.

THE COOLALTA WINES which we are
introducing here for the first time give an
unexceptional opportunity to Wine Connoisseurs
to sample really HIGH CLASS AUSTRALIAN
WINES of low alcoholic strength.

COOLALTA WINES cannot be surpassed
for their absolute Purity, High and Even Quality,
Bouquet, and soft delicate flavour; and, being
the natural product of the grape, they are
specially recommended by the Medical Faculty
of New South Wales.

COOLALTA WINES have obtained the
HIGHEST AWARDS at all the principal
International Exhibitions of the World.

A careful Analysis of these Wines was recently
made by the Government of New South Wales.
They were found to be PERFECTLY PURE,
SOUND and THOROUGHLY FERMENTED
WINES.

SAMPLES may be had FREE on application
to

Messrs. CALDECK, MACGREGOR & Co.,
Sole Agents for Hongkong.

Hongkong, 4th February, 1897. [345]

THE
NAGASAKI HOTEL,
LIMITED.

CAPITAL\$130,000
LOCAL CURRENCY.
(Payable in full in Nagasaki)
DIVIDED INTO 1,300 SHARES OF
100 DOLLARS EACH.

Directors:—
F. RINGERS, Esq. (Messrs. Ringers & Co.)
(Chairman of Directors)
F. G. STONE, Esq. (China & Japan Trading Co.)
M. GINSBURG, Esq. (Ginsburg & Co.)
D. ROBERTSON, Esq.
M. E. PAUL, Esq., M.D.

Bankers:—
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

Secretaries (pro. tem.):—
Messrs. HOLME, RINGER & Co.,
NAGASAKI.

Prospectuses and Forms of Application may
be obtained from the HONGKONG & SHANGHAI
BANKING CORPORATION at HONGKONG.
Share List for Hongkong will CLOSE March
15th, 1897.

Nagasaki, 16th February, 1897. [345]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.
Letters on editorial matters to be sent to "The Editor," and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication; but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all questions
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for
insertion in this day's issue not later than Three o'clock so as
to reach the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a
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The Hongkong Telegraph is published at the Telephone Central
Building, No. 1, Telephone address "Telegraph,"
Hongkong.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND
SINGAPORE.

THE Company's Steamship

"OOLONG,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underwriters before
Noon on the 5th March, or they will not be
recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns where they will be
examined on FRIDAY, the 5th March, at 3 P.M.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 5th
March, will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 25th February, 1897. [362]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA,"
FROM ANTWERP, LONDON, AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Madras, ex S.S. Camorta.
Optional goods will be landed here unless
instructions are given to the contrary before 10
A.M. TO-MORROW.

Goods not cleared by the 4th March, at 4
P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 25th February, 1897. [35]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.

(Taking Cargo at through rates for GLASGOW,
LIVERPOOL, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

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H. Willis Jones, Commander, will be despatched
as above on THURSDAY, the 4th March.

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HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 25th February, 1897. [374]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"
to sail about 7th March, 1897.

S.S. "MACDUFF," to sail about 22nd
March, 1897.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 25th February, 1897. [360]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 30th January, 1897. [437]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

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No Claims will be admitted after the Goods
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All broken, chafed, and damaged Goods are
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No Fire Insurance has been effected, and any
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Hongkong, 25th February, 1897. [374]

LOCAL AND GENERAL.

At 74, Middle Road, Singapore, on the 14th
instant, the wife of Mr. C. SCULL, of a son.
At Yokohama, on the 13th instant, the wife
of J. BICKART, of a son.

MARRIAGE.

At Union Church, Hongkong, on the 24th
instant, by the Rev. G. J. Williams, THOMAS
BLAIR, to JANE MITCHELL BROWN, second
daughter of James Brown, of Greenock, Scot-
land.

DEATHS.

On the 25th instant, at the Peak Hospital,
Hongkong, EDWARD JAMES HAGAN, aged 32.
On the 14th instant, at Anjer, Java, THEO. A.
SCOTT.

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Hongkong, EDWARD JAMES HAGAN, aged 3

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The 18th annual meeting of the above Company was held at the office of Messrs. Jardine, Matheson & Co., General Managers, at 12.30 p.m. (today). The Hon. J. J. Bell, living president and there were also present Hon. C. P. Chater, Messrs. J. H. Lewis, M. D. Maclellan, A. Ross, and F. Mahland (Consulting Committee), P. Jordan, C. S. Sharp, J. A. Chisley, J. R. Michael, T. Arnold, H. Turner, G. H. Potts, Ho Fat, G. C. Anderson, D. Gilles, R. C. Wilcox, R. McK. Ross, J. V. Vernon, D. K. Eilman, G. C. Cox, W. A. C. H. Campbell, C. Campbell, D. O'Keefe, J. M. G. Pereira, and George T. Velich (Secretary).

The Chairman said—Gentlemen, with your permission we will take the report and accounts, which have been in your hands for the last fortnight, as read. I think I may safely congratulate shareholders on the statement of accounts now presented, which enables us to recommend the payment of a bonus to contributing shareholders, a dividend of 22 per cent, and after a lapse of some years to again strengthen the position of the Company by adding to the Reserve Fund as much as the Articles of Association permit. The proposed addition to the Reserve Fund will doubtless meet with your approval and be a matter of satisfaction to all connected with the Company. The position of the 1896 account you will also, I trust, consider satisfactory; the premium income shows a substantial increase, and the amount of credit of interest account, notwithstanding reductions in rates for fixed deposits, is larger than in 1895. Charges and commissions are slightly greater as is only natural with increased business. The losses sustained to 31st December were a little less than the previous year at the corresponding date. Since then further losses to the extent of about \$75,000 have been incurred, the chief item being one of \$15,000 sustained at Cholon, the Chinese quarter of Saigon through the late disastrous conflagration there. The competition that so long existed for fire insurance business in this part of the world has to a great extent ceased, and equitable tariffs of rates have been established at the majority of Eastern ports. I trust these tariffs will continue to work as satisfactorily as they are doing at present, in which case the outlook for the Company is better than it has been for some few years past. As stated in the report our mortgages have been revealed and show ample margin on the amounts advanced. It does not occur to me to make any further remarks, but before moving the adoption of the report and accounts I present to you a small pleasure to reply to any questions which shareholders may wish to ask.

Mr. R. C. Wilcox seconded the Chairman's proposal and said he thought they had great cause for congratulation in the report before them, as it showed such very good results as compared with previous years and it promised even better results for next year. They all concurred with the policy of the General Agents in voting a substantial sum to the reserve, as it was eminently necessary to keep the cause for satisfaction. He was also glad to hear that the cause for satisfaction in the matter of competition was not so great as formerly.

The motion was unanimously carried. On the motion of Mr. Arnold, seconded by Mr. Sharp, Mr. F. Mahland's appointment to the Consulting Board was confirmed and Messrs. Chater, Lewis, Maclellan, Ross, and Mahland were re-elected.

The auditors, Messrs. F. Henderson and A. Cotton, were elected on the motion of Mr. Jordan seconded by Mr. Ho Tung.

The Chairman—That concludes the business, gentlemen. Dividend warrants will be ready to-morrow.

THE ABERDEEN MURDER.

POLICE COURT PROCEEDINGS TO-DAY.

At the Magistrate's this afternoon Tsui Mok Tsai, a cook, and Lo Chui Wo appeared before Captain Hastings, charged with the murder of a girl named Kwok Shu Mai, whose body was found in the water near Aberdeen on the night of February 11th.

Mr. H. L. Denny, Crown Solicitor, conducted the prosecution, and Mr. E. Robinson defended the prisoner.

Dr. Atkinson, Superintendent of the Government Civil Hospital, deposed that he, with Dr. Penny, had made an internal and external examination of the body, which appeared to have been dead 12 hours at the time. There was a wound on the left cheek 1 in. long and 1/2 in. deep, and there were bruises about the wound, which appeared to have been caused by some heavy instrument; on the forehead was a contusion, and there were bruises on both forearms and the knees. The lungs, heart and abdominal viscera showed no signs of disease, and the state of the lungs and stomach led him to the conclusion that death was not by drowning. There was extravasation of blood under the scalp corresponding with the wound on the right forehead. On opening the cranium he found marked congestion of the blood vessels of the surface of the brain. The cause of death he thought to be shock to the heart produced by the injuries described.

Mr. Robinson—The lungs and stomach were in a normal state. The lungs were free from fluid. In his experience death by drowning invariably produced a frothy mucus in the lungs on section, and also congestion. In his opinion the cause of death in this case was not drowning. The bruises on the arms and knees were not dangerous, but the wound on the cheek might cause sensibility. There was extravasation of blood on the mucous membrane of the left eye, but the bone was not injured. There was also a bruise on the temple on the right forehead. In his opinion the injuries were produced by a direct blow and not by a fall. If a person fell overboard stunned water would not necessarily be found in the stomach or lungs. It would depend whether the mouth was open or shut.

Mr. Denny—If a dead body fell into the water face downwards water would not get into the lungs. If a person were only stunned water might get into the lungs. The wounds described might have been inflicted by the paddle produced in court.

To the Bench—The deceased was between 20 and 30 years of age and was of good physique.

Chun Tui, a fisherman and owner of a small boat in which she lived, deposed that she moored between the paper mills and the bamboo wharf, and near the wharf was the Sun Sun Shan ropankwa shop. The first prisoner was a cook and ropankwa. She knew the second prisoner, who was also a ropankwa at the Sun Sun Shan. Witness heard that the deceased was the "pocket daughter" of her uncle, and was 21 years of age. She was living on a boat moored 20 feet from witness, and used to take people off to junk. Witness last saw her alive when she rowed past the boat to take passengers at 8 p.m. on the 11th instant. As deceased rowed away a small boat was following her, the two prisoners being in the boat. Behind witness heard that the first prisoner had quarrelled and that night (the 11th) she heard him say to deceased, "If you will not be my sweetheart I will kill you." He had said this twice before. Deceased said she was not willing. The night of the 11th Feb. was bright and moonlight and the deceased was scolding her boat. The prisoners were paddling with paddles like that in court. Witness went to sleep soon after and never saw deceased alive again. She next saw her body at the mortuary. Witness saw the boat next morning with no one in it on the beach, and heard it tied up. She did not know that anything had happened to Kwok Shu Mai. Deceased was unmarried and lived alone on her boat; she told witness she had four sweethearts at Aberdeen; she did not like the first prisoner. To Mr. Robinson—Deceased's boat was about 12 feet long and had three bamboo awnings. Witness's boat was a little bigger, and was worked by herself. Witness had been at Aberdeen between one and two months and had done no business there. Witness was not surprised when she did not see deceased in her boat, as she thought she might have gone to Hongkong. To Mr. Denny—Witness did not know if any of the deceased's sweethearts were in Aberdeen on the 11th. Witness had no control over the deceased and did not attempt to control her. Deceased was like most of the boatwomen. At this stage an adjournment was made till 2.15 p.m. next Friday.

ENGLAND AND FRANCE.

In a recent issue of the *Morning Post* (London) we find the following letter, by "Parasite," on the relations between Great Britain and France, which, in view of the difficulties that our Gallic neighbours seem inclined to magnify just now, is certainly not altogether devoid of interest to those who watch the course of events in Europe and endeavour to estimate the probable effect on the Far East of any serious rupture of diplomatic relations between two of the Great Powers:

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ENGLAND AND FRANCE.

In a recent issue of the *Morning Post* (London) we find the following letter, by "Parasite," on the relations between Great Britain and France, which, in view of the difficulties that our Gallic neighbours seem inclined to magnify just now, is certainly not altogether devoid of interest to those who watch the course of events in Europe and endeavour to estimate the probable effect on the Far East of any serious rupture of diplomatic relations between two of the Great Powers:

I feel sure you have hit the right nail on the head when you say in your leading article of Tuesday that that very able diplomatist M. de Courcel, in his recent interview, has been trying to influence British public opinion in favour of France and their pretensions, and thereby to induce Lord Salisbury to alter what M. de Courcel calls "the slowness of his mode of action," which simply means that he has not found Lord Salisbury quite so glib as he would have desired him to be, nor so yielding to the claims of the nation as he is to the claims of his own Ministers' steadiness, and should pray that he may continue. If an Englishman is necessarily not in what the French call "le secret des dieux," my venture to hazard an opinion on the Madagascar question, in order to clear out of the way, I will not say what was unimportant, but less important, and thereby to reduce the number of the questions we have to fight out diplomatically with our French neighbours. Moreover, I am not quite so sure that we have come so badly out of the questions which have been raised. We do not yet know what the "upshot" of our negotiations with regard to Madagascar may have been; but with regard to Siam, if we have yielded much, we have also gained something, viz., we have prevented the whole of Siam from eventually falling into the hands of the French and have erected it into a buffer State between us and them. When it is considered how tenacious the French are, and how regardless of any claims in their own Treaties with natives when it is a question of extending anything, and that they were still garrisoning Chanabon within five marches or so of Bangkok, at the time when our Treaty with them was concluded (although they had undertaken to evacuate it as soon as the Siam indemnity was paid), it will be seen that to get them to attach their signature to a Treaty with us in which they are plainly reminded of "this far and no further" is something to be thankful for. It is in addition to taboos to them that the whole of the Menam, we have still in our hands a means of opening up direct railway communication with China without passing over French territory by reason of our cession of Mongnai. I think we may conclude that we have done fairly well, inasmuch as it would have been impossible to get the French out of Chanabon without fighting them. With regard to Tule, it is obvious that much might be made of the negotiations for the cession of our commercial advantages there, if in no other way by obtaining, for instance, some further recognition of our position in Egypt. The fact that France repeatedly undertook not to conquer Tule, but to evacuate it and Siam as soon as order should be restored there, and repeated that undertaking in the most solemn manner in the Bardo Treaty, ought assuredly to be held to ward off all demands for our evacuation of Egypt for an indefinite number of years at all events, and also in order to get rid of those capitulations which work so much mischief in the valley of the Nile, and the cancelling of which we have long sought in vain. The fact that Tule is a century, I have no doubt whatever that Baron de Courcel would dearly wish to attach his name to England's defeat on the Egyptian and other questions before he leaves the London Embassy for good, but he must not be allowed to do so; and it is quite possible that, in addition to family reasons, he is relying in order to cover his own defeat on such points, therefore talks modestly about other being better than being the victim to a more successful termination than himself. There is too much of diplomacy about this gentleman's utterances which should be carefully sifted, and more especially the high-flown compliments he addresses to Lord Salisbury, which will be doubtless appreciated at their proper value by the latter, inasmuch as, while entirely deserved, they are just as much destined to serve a purpose as any other part of the reported interview. As to the words he addressed to the English people with regard to the Egyptian question, we do not know whether they are really his or not, but we know that they are not equal to the *safois* which he evidently attributes to us. We were, he says, in Egypt together. French interests there are greater than those of any other nation, and it is the French we asked, and not the others, to return there. I had imagined we had asked the Italians also; but, be this as it may, does he think us to ally as to conclude, as he wishes us to do, that the fact of the French refusal does not put him and his countrymen clean out of court? We have borne the burden and heat of the day, expended millions of money and many valuable lives, contended with untold difficulties, created mainly by the very people who now say they are offended because we did not previously take them into our confidence with regard to the Dongola Expedition—that we entered upon it with mystery, and why? Any other not mentioned, but why then, make a secret of it? Why spring on them such a decision as I intended to suggest them? In other words, he says to England, "Give us back the partnership we have deliberately thrown away and refused when you offered it to us, re-establish the dissolved Condominium, forget all the sacrifices you have made to set Egypt on its legs again, and now that you are rapidly leading it to prosperity, admit us to an equal share in the advantages you have gained and remember that we are your friends and comrades in the power you exercise there. On this condition we will offer you our friendship and proceed hand in hand with you to the end."

ENGLAND AND FRANCE.

In a recent issue of the *Morning Post* (London) we find the following letter,

Intimations.

It is **WASTE OF TIME** for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP
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CHAMPAGNE BITTERS,
are number ONE.

Proprietors, **WATKINS & CO.,**
Hongkong, 13th February, 1897.

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5, BOND, YOKOHAMA, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matrons in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing baggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of missing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

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Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Axles and Axle-joints, Permanent bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Bridges and metal tie frames, Steam Launches and Steamboats, Boilers and Steam Engines, Drivings.

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In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion
induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All chemists.

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DUNLOP TYRES' BICYCLES—PRICE \$185.
A special reliable Watch made for this Climate.

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CELEBRATED OPERA GLASSES,
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THE GREAT AUSTRIAN TONIC
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FOR ALL
BILIOUS AND NERVOUS DISORDERS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
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Shipping.
STEAMERS.
FOR KOBE (DIRECT).
THE Steamship
"TOYO MARU,"
Captain Hayashi, will be despatched for the
above Port on FRIDAY, the 5th March, at
Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 25th February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN (DIRECT).
THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above
on SATURDAY, the 6th March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th February, 1897.

"SHELL" LINE OF STEAMERS.
FOR HAVRE, LONDON AND HAMBURG.
(Taking Cargo at through rates to COPENHAGEN,
STOCKHOLM, NORRKPING, GÖTTE,
DANTZIG AND KÖNIGSBERG, with transshipment
in HAMBURG.)
THE Company's Steamship
"NERITE,"
Captain Daniel, will be despatched as above on
WEDNESDAY, the 10th March.
For Freight apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 22nd February, 1897.

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.
MONTHLY SERVICE.
(Under Mail Contract.)
FOR THURSDAY ISLAND, TOWNSVILLE,
BRISBANE, SYDNEY AND
MELBOURNE.
THE Company's Steamship
"TOKIO MARU,"
Captain E. S. Barlow, will be despatched for the
above Ports on FRIDAY, the 26th March, at
4 P.M.
This Steamer possesses Superior Passenger
Accommodation and carries a daily qualified
Doctor and a European Stewardess.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd February, 1897.

Shipping.
STEAMERS.
CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN (DIRECT).
THE Company's Steamship
"KWEIYANG,"
Captain Osterbridge, will be despatched as above
TO-MORROW, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship
"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched as
above TO-MORROW, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1897.

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND CONTINENT.
THE Steamship
"GLAMORGANSHIRE,"
Captain Vyvyan, will be despatched for the
above Ports TO-MORROW, the 27th instant,
at Noon.
This Steamer has good Accommodation for a
few First-class Passengers and carries a Surgeon.
For Passage, apply to
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Agents.
Hongkong, 26th February, 1897.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain Ellis, will be despatched for the above
Ports TO-MORROW, the 27th instant.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
The Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th February, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship
"THALES,"
Captain Douglas, will be despatched for the
above Ports on SUNDAY, the 28th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 25th February, 1897.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above on
MONDAY, the 1st March.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th February, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
"KUTSANG,"
Captain Geo. Payne, will be despatched as above
on TUESDAY, the 2nd March, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIWAN,"
Captain Nelson, will be despatched on FRI-
DAY, the 13th March, at 2 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
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A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
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Agents.
Hongkong, 26th February, 1897.

SAILING VESSELS.
FOR NEW YORK.
THE 3/4 A. L. I. American Ship
"BENJAMIN SEWALL,"
Sewall, Master, shortly expected from Shanghai
will load here and will be despatched by end of
February.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 6th January, 1897.

FOR SAN FRANCISCO.
THE 100 A. British Ship
"FALLS OF DEE,"
Lock, Master, shortly expected, will load here
for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th February, 1897.

FOR SAN FRANCISCO.
THE American Bark
"COLOMA,"
Noyes, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th February, 1897.

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STEAMERS.
CHINA NAVIGATION COMPANY, LIMITED.
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THE Company's Steamship
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Captain Osterbridge, will be despatched as above
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Hongkong, 26th February, 1897.

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Hongkong, 25th February, 1897.

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Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1897.

Shipping.
STEAMERS.
CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN (DIRECT).
THE Company's Steamship
"KWEIYANG,"
Captain Osterbridge, will be despatched as above
TO-MORROW, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship
"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched as
above TO-MORROW, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1897.

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND CONTINENT.
THE Steamship
"GLAMORGANSHIRE,"
Captain Vyvyan, will be despatched for the
above Ports TO-MORROW, the 27th instant,
at Noon.
This Steamer has good Accommodation for a
few First-class Passengers and carries a Surgeon.
For Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 26th February, 1897.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain Ellis, will be despatched for the above
Ports TO-MORROW, the 27th instant.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
The Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th February, 1897.

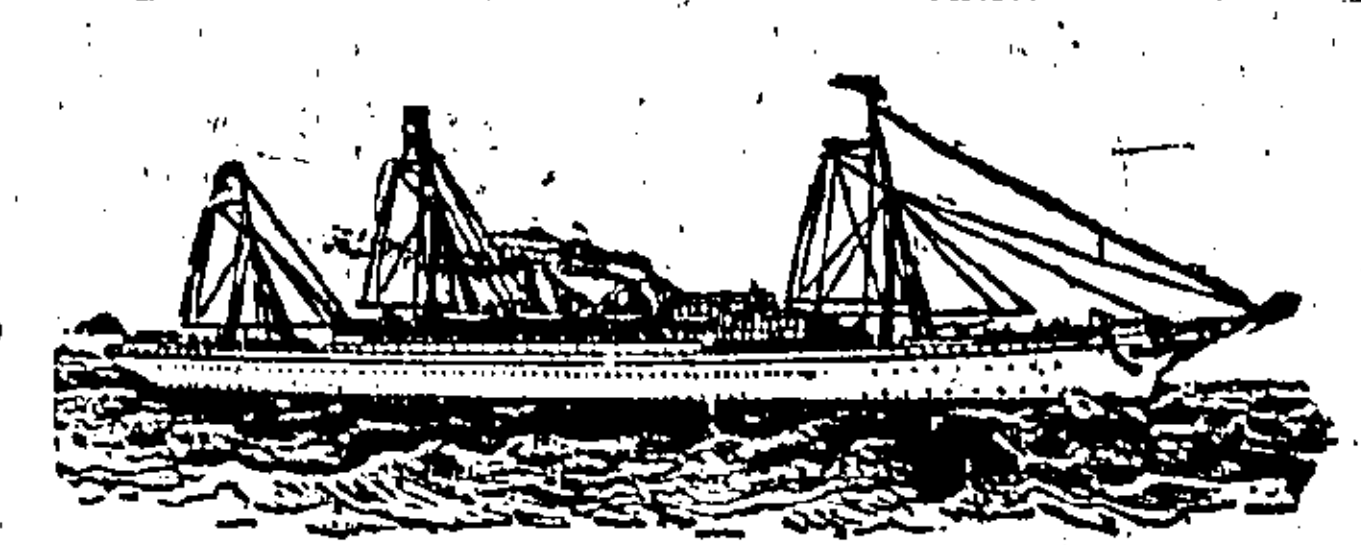
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship
"THALES,"
Captain Douglas, will be despatched for the
above Ports on SUNDAY, the 28th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 25th February, 1897.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above on
MONDAY, the 1st March.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th February, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
"KUTSANG,"
Captain Geo. Payne, will be despatched as above
on TUESDAY, the 2nd March, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIWAN,"
Captain Nelson, will be despatched on FRI-
DAY, the 13th March, at 2 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th February, 1897.

Shipping.
STEAMERS.
CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.WEDNESDAY, 17th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.WEDNESDAY, 7th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Paddis Street.

Hongkong, 17th February, 1897.

Shipping.
STEAMERS.
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th March, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st April, at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 22nd April, at Noon.

THE U.S. MAIL STEAMSHIP.
"CITY OF RIO DE JANEIRO,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 2nd March, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States, between SAN FRANCISCO and CHICAGO, and cities of the SOUTHERN PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 24th February, 1897.

Shipping.
STEAMERS.
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
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